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A REVIEW OF TWO YEARS OPERATIONS OF
THE U.S.S. REPOSE (AH-16)
IN THE KOREAN THEATER OF OPERATIONS
FROM 20 SEPTEMBER 1950 TO 20 SEPTEMBER 1952

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U.S.S. REPOSE (AH-16)
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INTRODUCTORY

The following Review of Operations of the "USS REPOSE (AH-16)" for the two (2) year period from 20 September 1950 to 20 September 1952, is based on records of the ship, with information gained by personal observation from 28 October 1950, to date; in the capacity as Executive Officer and later as Commanding Officer of the USS REPOSE. Information concerning patients, their treatment, and other factors in hospital activities was obtained by conversations and discussions with Captain E.B. COYL, MC, USN., who served as Officer in Command of the Naval Hospital from time of reactivation until 2 November 1951, and with Captain A. M. ECKLUND, MC, USN, who has served in a similar capacity from 2 November 1951 to date of this review. With the exception of the period from 22 January 1952, when the REPOSE departed from Yokosuka for scheduled Navy Yard Availability in Long Beach, California via Pearl Harbor and San Diego, California until 23 June 1952, when the REPOSE departed from Sasebo, Japan enroute to Inchon, Korea; the entire period of service has been conducted "in support of United States and United Nations Forces serving in Korea".

There are many parts of activities in which the REPOSE has engaged while operating in Korea, and each will be reviewed under separate heading, as follows: -

PART 1. REVIEW OF OPERATIONS IN CHRONOLOGICAL ORDER.

- | | | |
|-------|--------------|--------------------|
| 1-01. | FIRST PHASE | 9/2/50 - 10/28/50 |
| 1-02. | SECOND PHASE | 10/28/50 - 1/22/52 |
| 1-03. | THIRD PHASE | 1/22/52 - 9/20/52. |

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20 September 1950 to 1 October 1952.

NOTE: The target date of 1 October 1952 is used as it constitutes the end of the First Quarter of Fiscal, 1953.

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- 3-02. SECOND PHASE. The period of operations from 8 February to 30 April, 1951.
- 3-03. THIRD PHASE. The evacuation of (741) casualties from Pusan to Kobe on 27 April, 1951.

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- 4-01. Installation at the Long Beach Naval Shipyard.
- 4-02. Development of USS REPOSE "FLIGHT QUARTERS BILL".
- 4-03. The period of the first (30) days operations at Inchon.
- 4-04. Types of casualties received by helicopter, and their percentage of total received for the first (30) working days.
- 4-05. Helicopter services to naval hospital ships and effects on casualties.

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- 5-02. Ship's Service Store, Clothing and Small Stores.
- 5-03. Ice Cream.
- 5-04. To the U.S. Army at Chinnampo.

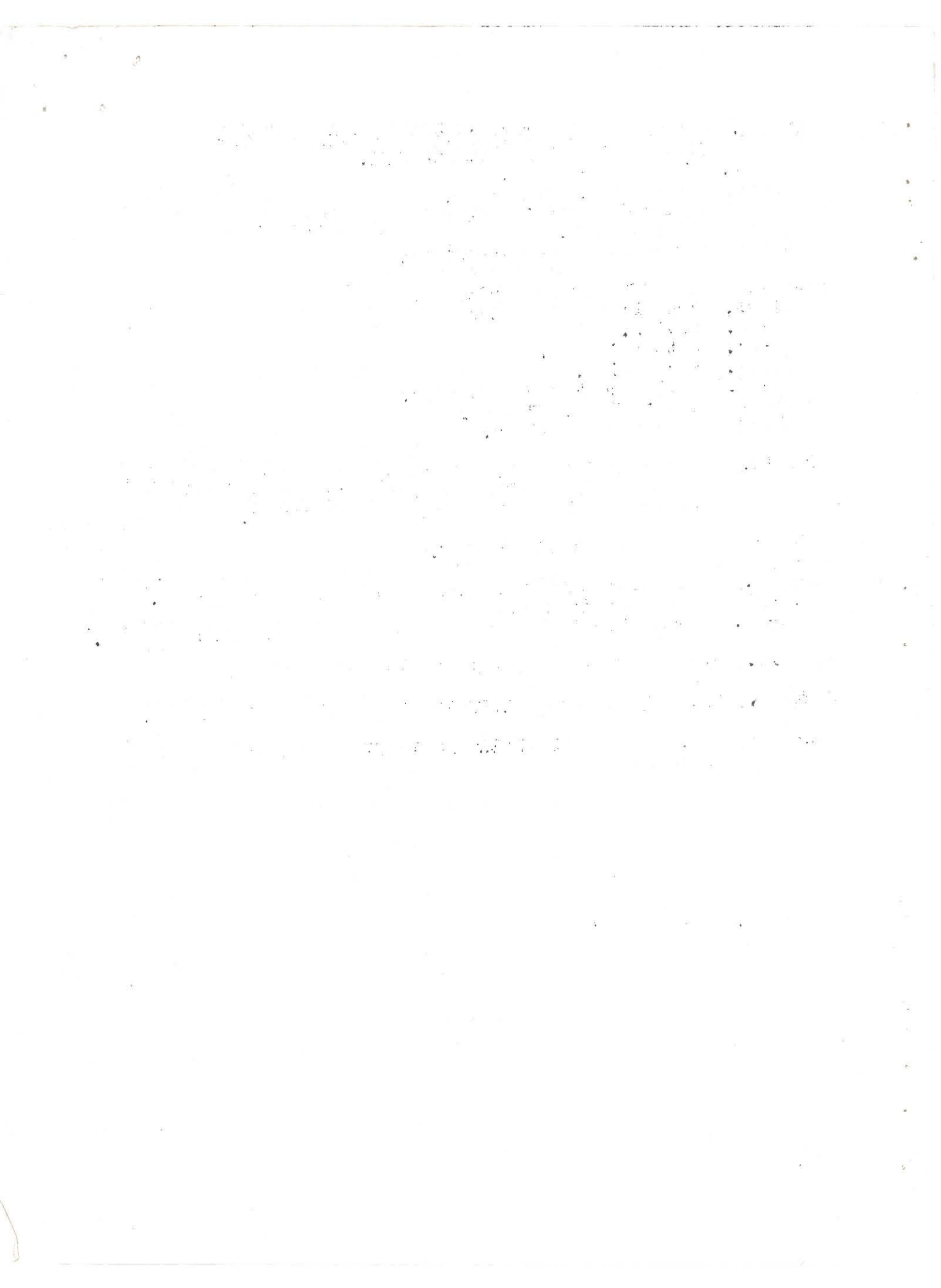
PART 6. PATIENT LOADING FACILITIES AND EQUIPMENT.

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- 7-01. The CHINNAMPO evacuation in 1950.
- 7-02. Christmas at INCHON in 1950.
- 7-03. Filming of the motion picture "HOSPITAL AFLOAT".
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- 7-06. Transportation of guests from Pearl Harbor to San Diego, 4-11 February 1952, and resultant article in the July issue of "Life and Health Magazine".
- 7-07. Publicity given the REPOSE on arrival at San Diego and Long Beach on 11 - 12 February 1952.
- 7-08. Open house on the REPOSE on the 43rd anniversary of the founding of the Navy Nurse Corps at Long Beach on 13 May 1952.
- 7-09. Open House on the REPOSE for Armed Forces Day on 17 May 1952 at Long Beach, Cal.
- 7-10. Transportation of guests from San Diego to Pearl Harbor, 31 May - 6 June 1952.
- 7-11. Taking of "shots" for "TV" showing on U.S. Army Television program "BIG TIME" scheduled for showing after 15 September 1952.

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PART 1. REVIEW OF OPERATIONS IN CHRONOLOGICAL ORDER.

1-01. FIRST PHASE OF OPERATIONS.

The REPOSE was reactivated from the "Mothball Fleet" and sailed from San Francisco, on 2 September 1950 for duty in Korea, with an all navy hospital complement under the command of Captain E.B. COYL, MC, USN., and manned by a civilian MSTTS operating crew of officers and men. In the meantime, navy officers and men were being ordered to Yokosuka where an all navy operating crew was being assembled in anticipation of taking over operation of the ship from the civilian MSTTS operating crew on board, as soon as arrangements could be completed.

2 September 1950	Departed San Francisco.
16 September 1950	Arrived Yokosuka.
17 September 1950	Departed Yokosuka.
20 September 1950	Arrived Pusan.
24 October 1950	Departed Pusan with 189 casualties aboard.
27 October 1950	Arrived Yokohama-Yokosuka, transferred all casualties to shore facilities.
28 October 1950	REPOSE placed in commissioned status, with Captain C.H. PERDUE, USN., Commanding Officer. This concludes the First Phase of Operations.

1-02. SECOND PHASE OF OPERATIONS.

9 November 1950	Departed Yokosuka for Inchon after (10) days availability for upkeep and maintenance.
13 November 1950	Arrived Inchon.
19 November 1950	Departed Inchon.
20 November 1950	Arrived Chinnampo.
1 December 1950	Departed Chinnampo with (752) casualties aboard from U.S. and U.N. Forces.
2 December 1950	Arrived Inchon.
5 January 1951	Observed destruction of Port Facilities and Supplies at Inchon. Huge fires burned throughout the night accompanied by heavy explosions.
7 January 1951	Departed Inchon. All UN vessels departed from Inchon this date. Port held by the enemy.
9 January 1951	Arrived Pusan.
21 January 1951	Executive Officer relieved the Commanding Officer by succession to command. Departed with 301 casualties aboard.
24 January 1951	Arrived Yokosuka - Yokohama. Transferred all casualties to shore facilities and granted 10 days availability for maintenance and upkeep.
5 February 1951	Departed Yokohama.
8 February 1951	Arrived Pohang - Dong. Commenced hospital services for First U.S. Marine Division.

PART 1. (CONT).

18 February 1951	Departed Pohang - Dong with 330 casualties.
18 February 1951	Arrived Pusan.
11 April 1951	REPOSE transferred to Commander Service Force, U.S. Pacific Fleet for Administrative Control.
27 April 1951	Departed Pusan with 741 casualties.
30 April 1951	Arrived Kobe, transferred all casualties to shore facilities. Granted limited availability for repairs to feed pumps.
6 May 1951	Departed Kobe.
8 May 1951	Arrived Pusan.
13 May 1951	Departed Pusan.
14 May 1951	Arrived Sasebo for limited availability.
7 June 1951	Departed Sasebo.
8 June 1951	Arrived Pusan.
4 August 1951	Departed Pusan with 124 casualties.
6 August 1951	Arrived Yokohama - Yokosuka, transferred all casualties to shore facilities and granted 10 days availability.
17 August 1951	Departed Yokosuka. Laid too in Lower Tokyo Bay account of Typhoon "Marge" to Westward.
22 August 1951	Arrived Pusan.
7 October 1951	Departed Pusan with 140 casualties.
9 October 1951	Arrived Yokosuka, transferred all casualties and granted 10 days emergency availability account of restrictions in salt water lines caused by marine growth. Fresh Water and high pressure used to kill marine growth and blow out lines.
20 October 1951	Departed Yokosuka.
22 October 1951	Arrived Pusan.
2 November 1951	Captain A.M. ECKLUND, MC, USN, relieved Captain E.B. COYL, MC, USN., as Officer in Command of the Naval Hospital on board the REPOSE.
19 November 1951	Departed Pusan.
20 November 1951	Arrived Sasebo for limited availability.
28 November 1951	Departed Sasebo.
29 November 1951	Arrived Pusan.
13 January 1951	President and Mrs. Syngman Rhee of the Republic of South Korea, and American Ambassador John B. Muccio, were dinner guests aboard of the Commanding Officer and Officer in Command of the Naval Hospital.
15 January 1952	Departed Pusan with 741 casualties.
18 January 1952	Arrived Yokosuka. Transferred some casualties to shore facilities and loaded others for return trip to the United States.
22 January 1952	Departed Yokosuka with 221 casualties. This ends the Second Phase of Operations.

1 - 03 THIRD PHASE OF OPERATIONS.

2 February 1952 Arrived Pearl Harbor. Took on additional patient and twelve (12) civilian guests of the Secretary of the Navy for passage to San Diego.

4 February 1952 Departed Pearl Harbor.

11 February 1952 Arrived San Diego. Transferred all patients to the U.S. Naval Hospital and all civilian guests departed.

12 February 1952 Departed San Diego.

12 February 1952 Arrived Long Beach.

15 February 1952 Commenced navy yard availability.

6 May 1952 Finished navy yard availability.

13 May 1952 Held "Open House" at Long Beach to commemorate the 43rd anniversary of the founding of the Navy Nurse Corps.

17 May 1952 Held "Open House" at Long Beach to celebrate Armed Forces Day.

19 May 1952 Departed Long Beach.

19 May 1952 Arrived San Diego.

30 May 1952 Took aboard fourteen (14) civilian guests of the Secretary of the Navy and one LT. (W) officer escort.

31 May 1952 Departed San Diego.

4 June 1952 Took ill man off a Coast Guard weather ship while enroute to Pearl Harbor.

6 June 1952 Arrived Pearl Harbor and civilian guests left the ship.

9 June 1952 Departed Pearl Harbor.

20 June 1952 Arrived Sasebo. Grated (2) days restricted availability alongside USS HECTOR (AR-7).

23 June 1952 Departed Sasebo in outer fringe of typhoon.

24 June 1952 Arrived Inchon.

25 June 1952 Received first patient by helicopter.

1 August 1952 Departed Inchon, with 133 casualties aboard.

4 August 1952 Arrived Yokosuka, transferred all casualties to shore facilities. Granted (10) days availability

15 August 1952 Departed Yokosuka.

17 August 1952 Anchored off Pilot Station at Westward entrance to Shimonesaki Straits to avoid typhoon "Karen".

18 August 1952 Departed for Inchon.

20 August 1952 Arrived Inchon.

PART 2. (Cont)

Patients were then moved by plane and train to the REPOSE for further surgery as required. The two major exceptions being when the REPOSE operated at PUSAN in September - October 1950 when battle lines were close to PUSAN; and at POHANG-DONG in February 1951, when casualties were brought directly on board after being wounded.

During the current tour of duty at INCHON, patients are flown directly to the ship for major surgery and post operative care with such further surgery as may be necessary being performed on board.

It is anticipated that shore based hospitals and medical facilities will show a corresponding decrease in their mortality rates, while naval hospital ships equipped for helicopter services will show an increase. It is entirely possible that the over-all combat mortality rate will show a reduction by reasons of improvements in transportation facilities for serious and critical casualties by helicopter services, which are smoother, faster, and more efficient. In addition, when major surgery is performed in the rear of combat lines ashore there is a period of post-operative care of about ten days to two weeks, during which it is usually inadvisable to move the patient.

Oftentimes battle conditions and fluid lines make it necessary to shift rear hospitals and medical facilities from one place to another for safety. When major surgery is performed on hospital ships, the patient is carried through the critical post operative period from ten days to two weeks or as long as is necessary, right in the hospital on board where there is no danger of shifting such as exists ashore, when battle conditions may change within a few hours. By reason of more suitable facilities for major surgery and post operative care, it is a reasonable assumption that the over-all combat mortality rate will show a decrease by reason of helicopter services to naval hospital ships capable of operating close to the front lines in combat areas.

* NOTE: Official records of out-patients treated did not become effective until 1 June 1951. Only an estimate could be given of those treated during the period of 9/20/50 to 6/1/51.

** NOTE: All evacuations to Japan from Korea were carried out when ordered to Japan for maintenance and upkeep, with the exception of the special trip made to Kobe in April 1951, when special trip was made with 741 casualties to provide additional bed space in the Pusan area.

PART 2. RECAPITULATION OF HOSPITAL ADMISSIONS FOR PERIOD OF 20 SEPTEMBER 1950 TO 1 OCTOBER 1952.

2 - 01. From 9/20/50 to 6/30/52

Total patient admissions to the hospital - - - - -	11,311
* Total out-patients treated from 6/1/51 - 6/30/52 -	7,854
** Total patients evacuated to Japan by REPOSE - - -	1,495
Total patients received by helicopter from start of service on 6/25/52 - 6/30/52 - - - - -	27

2 - 02. From 7/1/52 to 10/1/52

Total patient admissions to the hospital- - - - -	2,019
Total out-patients treated - - - - -	1,255
Total patients received by helicopter- - - - -	473
Percentage of patients received by helicopter- - -	22%
Total patients evacuated to Japan by ship (REPOSE) -	133

RECAPITULATION

2 - 03 From 9/20/50 to 10/1/52

Total patient admissions to the hospital - - - - -	13,330
Total out-patients treated - - - - -	9,109
Total received by helicopter - - - - -	500
Total evacuated to Japan by REPOSE - - - - -	1,628

2 - 04 Mortality Rate

First Tour, 9/20/50 - 1/22/52
33 deaths out of a total of 11,025 patients admitted 00.3%

Second tour, 6/23/52 - 10/1/52
35 deaths out of a total of 2,288 patients admitted 1.53%

2 - 05.

It is noted that on the first tour of duty in Korea, from 9/20/50 to 1/22/52, when the REPOSE was not equipped with a helicopter platform, the death rate was 00.3%, but a marked increase is noted on the second tour of duty in Korea, commencing on 23 June 1952 to the date of this review, the death rate had increased to 1.53% when helicopter services were used on the REPOSE and operating near the front lines, at INCHON.

The difference is accounted for by the fact that on the previous tour in Korea, and due to the operating location of the REPOSE at considerable distance from the front lines at PUSAN where most of the time was spent, the first major surgery was performed at shore based activities operating close to the front lines with the post operative period of recovery at those installations.

PART 3. (CONT).

3 - 02. THE PERIOD OF OPERATION FROM 8 FEBRUARY TO 30 APRIL, 1951.

The REPOSE commenced this period of operations on arrival at Pohang - Dong on 8 February 1951, working in support of the First U.S. Marine Division stationed in the area. This activity lasted for (10) days, then the REPOSE was ordered to Pusan for duty as station hospital, arriving there on 18 February with (330) U.S. Marine casualties aboard. While in Pohang - Dong, it was noted on inspection, that the refractory material in both boilers was breaking down. A thorough examination on arrival at Pusan by a representative of the American Bureau of Shipping, revealed that repairs were necessary involving complete renewal of all refractory material in both boilers. To accomplish this, the plan was advanced to send the ship to Yokohama for repairs in a local shipyard. It was considered that repairs could be accomplished at Pusan if supplies and personnel were provided, since the ship had no personnel aboard who were qualified in that particular type of work. Through Commander Service Force, U.S. Pacific Fleet, sufficient supplies of fire brick and chrome ore were shipped to Pusan and personnel attached to the USS HECTOR (AR-7) stationed at Sasebo were sent to Pusan and the entire task was accomplished in about three weeks time. No interruption in support of the naval hospital occurred. It was during this period at Pusan, that the Red Spring drive started that resulted in heavy casualties. Records for the period of 8 February to 30 April 1951, show the following totals were established by the naval hospital: -

Total period of continuous work - - - - -	82 days.
Total patients admitted to the hospital - - - - -	3,432
Total patient rations served (daily) - - - - -	36,102.
Average daily admissions to the hospital - - - - -	42.
Average period of hospitalization per patient - - - - -	10 1/2 days.
Average daily patient load in the hospital - - - - -	440.

The above records do not show the total number of patients treated in an out-patient status, but which amounted to a correspondingly large number for this period.

It is fortunate that repairs to the boilers were accomplished at Pusan with no interruption to hospital services, for this particular period emphasized the work load hospital ships can carry when the necessity arises.

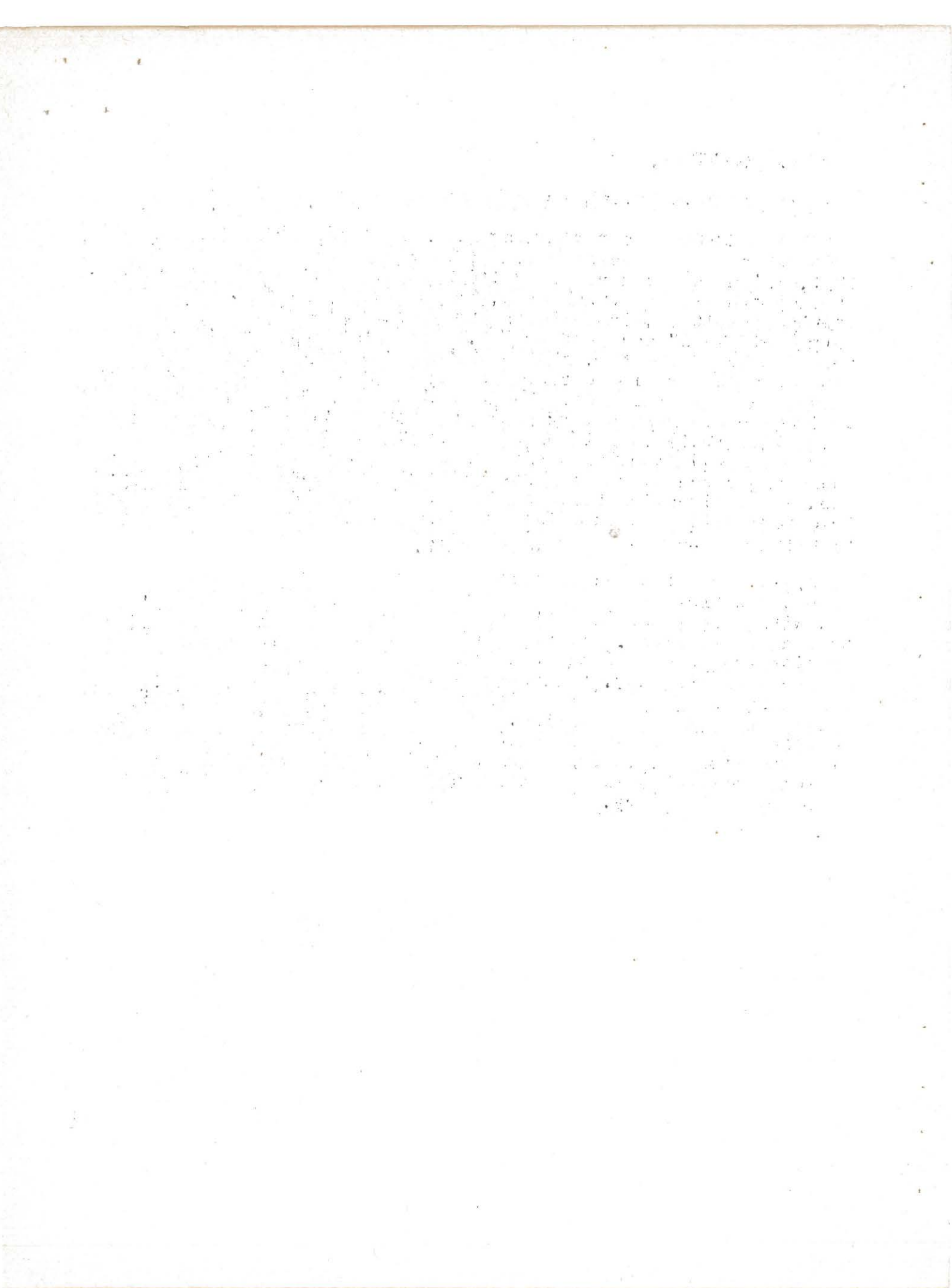
PART 3. THREE SIGNIFICANT PHASES IN THE KOREAN THEATER OF OPERATIONS.

A review of operations of the REPOSE, as set forth in Part 1, reveals three significant phases of operations, which are considered worthy of further detailed discussion: -

3-01. THE EVACUATION OF (752) CASUALTIES FROM CHINNAMPO IN NOVEMBER 1950.

(1) The fact that the REPOSE was sent to Chinnampo from Inchon in November, justified advance planning since the entrance of the Chinese Red Forces in support of the North Korean Forces had been rumored and became an actual fact during the latter part of November. Their overwhelming numbers forced the U.S. and U.N. forces to withdraw from advanced positions further North. Transportation facilities became more acute and critical incident with the withdrawal of our forces to the South. With it, the matter of evacuating casualties from advanced field hospitals became a matter of serious consideration. Many were in such condition as to require more than ordinary shipboard transportation, and continued hospitalization was a necessity for their continued treatment. Plans were made for a mass evacuation of these casualties and the REPOSE took (752) aboard at Chinnampo. They had been brought down by train from Pungyang, loaded aboard and the REPOSE evacuated all to Inchon, arriving there on 2 December 1950.

(2) Without a hospital ship in the area, the evacuation would have been carried out by other vessels, but they were not equipped to give the continued care and treatment they needed. From this experience, it is considered that naval hospital ships are an excellent "insurance policy" in any theater of operations where large amounts of casualties might have to be evacuated from combat areas on short notice. An additional advantage gained by use of hospital ships in such emergencies, lies in the fact that once aboard, treatment is continued until the port of embarkation is reached.



PART 3. (CONT).

3 - 03. THE EVACUATION FROM PUSAN TO KOBE, 27 APRIL, 1951.

(1) The REPOSE was performing routine station hospital duty at Pusan when the Communist Spring offensive took place in April 1951, which caused heavy casualties to the United Nations Forces. At that time in the Pusan area, there were; (2) U.S. Army Station Hospitals, the Swedish Hospital, the Danish Hospital Ship "JUTLANDIA" and another U.S. Naval Hospital ship besides the REPOSE. Evidently, the need for obtaining additional bed space became a real necessity in the event that additional heavy casualties were received. To meet this situation, it was decided to evacuate a large number of casualties to Japan and a total of (741) casualties were loaded on board the REPOSE which departed from Pusan and arrived at Kobe on 30 April 1951, where all casualties were off-loaded to shore based facilities. Should the situation have continued, it would have been possible to evacuate (782) casualties from Pusan to Kobe every (5) days by using one AH Class Hospital Ship.

(2) This was the second time the REPOSE had carried out a mass evacuation of casualties within a period of (5) months, and with uninterrupted patient care until all were transferred to other activities. It illustrates the ease with which naval hospital ships can be shifted from station hospital duty to mass evacuation duty, transporting casualties to base hospitals in another country or area without any interruption in their necessary care and attention. Evacuation services of this kind confirms the necessity of maintaining hospital ships in support of combat forces, in order to assure adequate facilities for station hospital services and perform mass evacuations when it becomes necessary.

PART 4. HELICOPTER SERVICES AND TYPES OF CASUALTIES RECEIVED.

4 - 01. INSTALLATION AT THE LONG BEACH NAVAL SHIPYARD.

(1) The helicopter landing platform was constructed on the fantail during availability at the Long Beach Naval Shipyard from 15 February to 6 May 1952. It extends the full width of the ship with safety net along the sides and after part.

(2) No landing lights were installed. Subsequently, the ship's force installed (8) "dust Pan" type lights, located at each corner of the landing area, and four intermediate lights were similarly installed at equal distances between them. Each of the groups of (4) lights are operated on separate circuits, so that in case one circuit fails, sufficient lights will be operating on the alternate circuit for night flight operations. Types of fixtures installed are as follows:

Fixtures, Type L1A, Stock # A17-F-6302 at \$ 15.58 each.

Screens to keep light shining on deck from each side and the front were made up by "C & R" personnel, giving the same lighting effect as the carrier type "Dust Pan" lights.

RECOMMENDATIONS FOR ADDITIONAL EQUIPMENT TO ASSIST IN HELICOPTER OPERATIONS:

(1) That red or amber reflectors from 3 - 4" diameter be installed along the outer limits of the landing platform, spaced (6) feet apart, and in line with the platform lights.

(2) That "RED" and "GREEN" flags be used by Landing Signal Officers. "GREEN" signifying "ALL CLEAR FOR LANDING" and "RED" signifying, " DO NOT ATTEMPT TO LAND".

(3) That aviation type night hand lights be used by the Landing Signal Officer.

(4) That a "homing device" be installed to assist pilots in thick weather operations. Weather may be clear when they start out, but foggy on approaching the ship.

(5) That each ship be equipped with a gasoline powered starter-generator, for starting helicopters whose engines have stopped. This applies particularly to the "BELL" Type Helicopters. Also, others may require additional power when operating in cold weather

(6) That the ramp leading to the boat deck, be widened by at least two feet to permit two-way traffic in that particular area. Also, to permit one corpsman to walk alongside the litter when carrying a blood bottle for the patient flown in under blood from shore.

PART 4. (CONT).

(7) That a riser be installed by after steering and equipped with a 3-way valve outlet to provide water for:

- (a) Foam proportioner.
- (b) All purpose nozzle.
- (c) Full water pressure.

Fire-fighting equipment is presently hooked up to a riser on the main deck aft, with hoses led up to the helicopter platform.

(8) That the platform be extended on the Port and Starboard sides, forward to the after boat davit, to permit "parking" helicopters and not interfere with flight operations.

(9) That wind socks be installed to assist pilots in determining wind direction.

(10) That a portable oxygen tank be installed in weather proof container aft, for use with patients coming in under oxygen.

4 - 02. DEVELOPMENT OF " FLIGHT QUARTERS BILL".

The "Flight Quarters Bill" for the USS REPOSE, was developed after a period of three weeks operations at Inchon. It is based on determination of such requirements as were necessary in order to provide an efficient, smooth working bill and give the maximum degree of safety for helicopter pilots engaged in flight operations. The Flight Quarters Bill fixes responsibility as follows:

- (1) Operations Department - Responsible for all communications, and flight operations.
- (2) Deck Department - Responsible for helicopter "crash boat".
- (3) Engineer Department - Responsible for fire fighting party.
- (4) Hospital Department - Responsible for all patients being taken from the flight deck to the hospital and visa versa.

PART 4. (CONT).

(3) A review of casualties received by helicopter at Inchon, revealed many were in "serious" or "critical" condition, of the following categories: -

- (a) Head Wounds.
- (b) Chest and Abdominal Wounds.
- (c) Traumatic Amputations of Arm/s - Leg/s

(4) Out of a total of (855) patients admitted to the naval hospital for the first (30) day period of operations at Inchon, (150) were received by helicopter, and (705) were received by boat, which represents a (17 1/2 %) of total casualties received by helicopter.

(5) The majority of casualties received by helicopter were admitted to the hospital within a matter of a very few hours after wounds were incurred, and in several instances in less than an hour. They were flown directly to the REPOSE, given blood/oxygen if necessary in flight and taken to surgery as soon as possible. It has been stated that if a casualty can survive the first three hours after being wounded, then his chances of recovery are good providing adequate hospitalization is available within a reasonable limit of time.

4 - 05. HELICOPTER SERVICES TO NAVAL HOSPITAL SHIPS AND EFFECTS ON CASUALTIES.

(1) It is considered that the installation of a helicopter platform on naval hospital ships, represents a remarkable advance in care of the sick and wounded. It can be determined only after extended operations under all kinds of conditions, and then a careful review and analysis worked out with percentages of fatalities against the totals. After these determinations have been completed, then comparisons made against previously established practices, methods, and policies. This information can be developed only over an extended period of time in order to determine the ultimate results of helicopter services.

(2) While operating at Pusan, from 20 September 1950 to 24 October 1950; many very serious and critical cases were received shortly after they were wounded, for the Pusan "Perimeter" was just a few miles away. Serious casualties were received which required immediate surgery and a period of post-operative convalescence until evacuated to Japan. For the period from 8 - 18 February 1951, the REPOSE operated at Pohang-Dong in support of the First Marine Division stationed there. The same types of cases were received there as in Pusan. These two periods were very similar in types and kinds of patients received, since they were moved directly on board as soon as possible after wounds were received.

PART 4. (CONT).

4 - 03. THE PERIOD OF THE FIRST (30) DAYS OPERATIONS AT INCHON IN CONNECTION WITH HELICOPTER SERVICES FOR PATIENTS.

(1) The REPOSE arrived at Inchon on 24 June 1952, and commenced hospital support for U.S. and U.N. forces on 25 June. Patients were received by boat and helicopter. It was noted that those received by helicopter were more serious casualties than those received by boat, indicating that speed and comfort in transporting badly wounded casualties was essential, and that helicopter services fulfilled this requirement.

(2) A "Flight Quarters Bill" was developed and written based on observations from flight operations, discussions with helicopter pilots and their Commanding and Operations Officers. Placed into effect on 17 July 1952, the "Flight Quarters Bill" has served all requirements. However, varied operations and changing conditions and circumstances may require certain modifications which will be accomplished when it has been determined such changes are essential. Details of fixed responsibility are set forth in Para. 4 - 02 above.

(3) For the period of the first (30) days operations at Inchon, a total of (150) casualties were received by helicopter, representing a (17 1/2 %) of total number of (855) patients received by boat and helicopter.

4 - 04. TYPES OF CASUALTIES RECEIVED BY HELICOPTER, AND THEIR PERCENTAGE OF TOTAL RECEIVED FOR THE FIRST (30) WORKING DAYS.

(1) It was noted during the first (30) day period of operations at Inchon, from 25 June to 25 July, 1952; that most casualties received by helicopter were classed as either serious or critical, many of whom were taken to surgery as soon as possible.

(2) Many cases arrived receiving blood/oxygen in flight. A container of blood was strapped to the side of the helicopter with needle taped to the patient's vein so that a continuous flow of blood was received in flight. A "bottle" carrying rack has been designed which slips over the litter handles so continuous flow of blood is assured while being transferred from the helicopter into the hospital. Many received oxygen in flight and some both blood and oxygen, indicating the gravity of their condition. The average time for admission to the hospital from the helicopter deck was about (2) minutes.

PART 4 (CONT).

(3) Operations of the REPOSE at Inchon in 1952 with helicopter services for patients developed a similar situation to that which existed in Pusan in 1950, and Pohang-Dong in 1951, in that serious casualties were received by helicopter that required immediate surgery. These casualties were of such types that it was considered more advisable to have major surgery performed on the hospital ship where surgical talent and facilities were available, and where post-operative care and treatment could be given them under conditions more suitable than ashore. This applies particularly to head wounds, chest and abdominal wounds, and traumatic amputations. It is not anticipated that all casualties will be flown aboard by helicopters, since battle conditions, numbers and types of casualties, and availability of helicopters will prove to be determining factors in matters of transportation. Ambulatory and litter patients with less serious wounds can continue to be transported by ambulance, train, and boat to the ship without undue hardship to them, nor be reflected in the progress of their treatment and recovery.

(4) It appears logical to assume that with increased helicopter services for all branches of the armed services, that there will be a corresponding increase in helicopter services to hospital ships. So that not only will critically wounded casualties be flown aboard as experienced here at Inchon, but those with lesser wounds, medical cases, and even ambulatory patients, will be transported in this manner to the extent of helicopter services available. This would apply particularly to amphibious operations. Insofar as the time element is concerned, a conservative estimate is that landings can be carried out day and night, at an average rate of 12 - 15 per hour, or at the rate of one every four or five minutes. Under stress of battle conditions and with more experienced pilots, this could be increased to some degree. The number of patients received this way will depend upon the type of helicopter used, which varies from two to six patients per flight. However, in case of bad flying weather, when helicopters would have to suspend operations, then transportation by boats must be relied upon when the ship is laying at anchor. With the exception of Pusan, operations at Chinnampo, Inchon and Pohang-Dong have been carried out at an anchorage. Dock facilities were available at Pusan, which is considered an exception to the general rule of operations in combat areas.

(5) If hospital ships were equipped with one or two helicopters, then as new design permits on naval vessels, helicopter services for patients of all kinds could be carried out for all types of naval vessels equipped with helicopter landing platforms. This would prove of decided advantage in hospital services to all forces afloat. It would permit rapid hospitalization while underway with the fleet in any areas of combat or operations.

PART 5. SERVICES RENDERED IN OPERATING AREAS.

5 - 01. SUPPLIES.

During the two years period of operations in Korean Waters, the REPOSE provided services to forces afloat and ashore whenever possible. Particularly during the Fall and Winter of 1950 - 1951, when supply lines were thin in some places; many requests were received for assistance in supplies of items of provisions from the smaller naval units engaged in almost continuous operations which had missed contact with their own supply sources. Assistance was given wherever possible and when items desired could be spared.

5 - 02. SHIP'S SERVICE STORE, CLOTHING AND SMALL STORES.

As stated in Para. (5-01) above, small naval units and some small naval activities ashore, were badly in need of basic items from ship's store stock and clothing and small stores. Assistance in these matters was given whenever possible, and particularly at Chinnampo and Inchon in 1950, when supplies were reduced to a minimum on account of the advancing enemy forces.

5 - 03. ICE CREAM.

(1) Experience in the past two years indicates that Ice Cream is one of the finest morale factors to be found or provided.

(2) Wherever the REPOSE operated, at Inchon, Chinnampo, Pohang-Dong and Pusan; requests for ice cream were received from small naval units and shore naval activities that were not equipped to manufacture ice cream for their own consumption. Due to the limited capacity of present installed equipment, it was not possible to supply ice cream in quantity lots. However, all naval personnel were served on board just the same as the ship's company and patients. No distinction was made in that regard. Hospital ships have been able to build up good will in this way and it is hoped to continue the same policies as long as supplies permit. Consumption by patients is of particular note since that seems to be one of their first wants as soon as they are able to eat anything at all. Ambulatory patients take care of their friends in the wards. Care must be exercised for patients on special diets, but for all others it is considered good food, easily eaten and digested.

PART 5. (CONT).

(3). It is recommended at some future date, that the present type ice cream manufacturing and storage equipment be replaced with that type installed on AR Class vessels in 1947; since the demand for ice cream on hospital ships with a complement of (549) officers and men, plus a heavy load of patients with a maximum of (780), will create a situation where demands for ice cream will equal those on Repair Ships or approach their planned requirements. Several times, the soda fountain has been closed temporarily because production could not keep up with consumption, especially in the hot summer weather when the demand increases for both ship's company and patients alike.

5 - 04. SERVICES RENDERED THE U.S. ARMY AT CHINNAMPO
IN NOVEMBER, 1950.

While at Chinnampo in November, 1950, U.S. Forces were spread very thin in the local area with a corresponding reduction in their facilities. At the request of the U.S. Army authorities there, personnel aboard the REPOSE prepared Thanksgiving Dinner for over (700) Army personnel. They supplied the ingredients, and all food was prepared and cooked on board and sent ashore for serving. This was in addition to preparing Thanksgiving Dinner for the entire ship's company. Service of this kind was cheerfully given, even though it meant long hours for the cooks and bakers. The appreciation of Army personnel for such friendly cooperation was profound and sincere.

PART 6. PATIENT LOADING FACILITIES AND EQUIPMENT.

6 - 01. LITTER HOISTS.

(1). The REPOSE is equipped with (8) litter hoists. Two (2) are located on the after part of the Main Deck and the remaining (6) located on the Upper Deck. Practically all litter patients have been loaded using the single litter hoist located on the after part of the Main Deck, with litters being carried into the forward lobby and thence classified for hospitalization. Even at Chinnampo, when (752) casualties were loaded in (48) hours time all litters were loaded using the single hoist on each side of the after part of the Main Deck from boats on each side of the ship. Loading with litter hoists on the Upper Deck involves an additional risk and hazard to the patients since they are located about (16) feet higher than those on the Main Deck. The lift to the Main Deck is about (21) feet while to the Upper Deck is (37) feet above the water.

(2). It is recommended that two litter hoists be shifted from the Upper Deck and relocated on the Main Deck, just aft of the entrance to the Forward Lobby. This feature has already been incorporated in SHIPALT # AH-200. Provision of (2) litter hoists on each side of the Main Deck forward, would make it possible to load patients with both litter hoists on each side, giving a maximum loading capacity of (4) litter hoists on the Main Deck.

(3) By accomplishment of SHIPALT # AH-200, the REPOSE would then be equipped to receive patients via the accommodation ladder for ambulatory patients; using (4) litter hoists on the Main Deck with access to the hospital via the forward and after lobbys;

(4) Litter hoists on the Upper Deck with access to the nearest elevators; and, from the helicopter platform with access to the after elevator from the boat Deck into SOQ.

PART 7. HOSPITAL SHIP PUBLICITY.

Good, sound publicity for hospital ships is considered to be of real benefit to the Navy and the American Public. Every effort has been made to keep publicity concerning the REPOSE, on a sound basis, without personal or individual efforts toward self-publicity. Over a period of many months, it has been found that the average American Citizen has little appreciation of the complete program of hospitalization, the completeness of the hospital equipped with the most modern and scientific equipment, and the size and capacity of naval hospital ships of the AH Class. Those who have been able to observe and become familiar with naval hospital ships, have shown an intense and genuine interest in the supporting program hospital ships carry out in their assigned mission of caring for the sick and wounded. The following is a list of activities in which the REPOSE has engaged and which was publicized in the press, radio, and television: -

7 - 01. THE CHINNAMPO EVACUATION, IN NOVEMBER, 1950.

Press coverage to major wires news services was given the evacuation of (752) casualties by the REPOSE from Chinnampo, in November 1950; just prior to seizure of the port by enemy forces. The fact that the Navy had a hospital ship there ready for such an emergency, received very favorable comment in the press and subsequent letters received from various individuals who read the press accounts and wrote the REPOSE expressing gratitude that the U.S. Navy was ready to meet the emergency.

7 - 02. CHRISTMAS AT INCHON, 1950.

The entire ship's company contributed their best efforts to make a "MERRY CHRISTMAS" for patients on board in the hospital, for they had gone through a terrific ordeal. A ship's choir sang Christmas Carols in all the wards, such supplies as were available were utilized, wards were decorated, and special Christmas Services were held so that all patients were given the best Christmas possible. Press coverage was given Christmas activities on board which was well received, as was indicated by responses from various sources throughout the United States.

PART 7. (CONT).

7 - 03. FILMING OF MOTION PICTURE "HOSPITAL AFLOAT".

Through the efforts of Navy PIO at Tokyo, PIO Personnel were placed aboard the REPOSE at Yokohama in early February 1951, for the purpose of filming hospital and other scenes aboard to be incorporated in a motion picture to be called "HOSPITAL AFLOAT", and classified as an official U.S. Navy Picture. The Public Information Officer of the REPOSE was assigned to work with the naval photographers and technicians, and during the period of 8 - 18 February 1951, at Pohang-Dong and continued at Pusan after arrival there on the 18th. Pictures were taken of a wounded U.S. Marine being brought aboard from the beach, the care and treatment given him and his subsequent return to duty. The REPOSE worked with the First Marine Division at Pohang-Dong. A recent showing of the motion picture "HOSPITAL AFLOAT" on board proved to be very interesting and informative. It is considered that this picture will prove of real value when shown to the American Public, since it gives an excellent description of the extent to which the U.S. Navy has gone to provide the best care humanly possible for casualties on board its hospital ships. The human interest becomes so much stronger when citizens have relatives in the Armed Forces, who may themselves be hospitalized on naval vessels.

7 - 04. THE FIRST ANNIVERSARY PARTY AT PUSAN, 1951.

(1) The REPOSE had operated as a station hospital in Pusan for the greater part of 1951 and would complete one year's tour of duty in Korean waters on 21 September, 1951, exactly one year from the date the REPOSE first arrived in Pusan for duty in 1950. It was decided to make special note of the event by giving a "First Anniversary Party". Plans were made by members of the Recreation Committee and Officers' Council for the occasion. The Public Information Officer contacted Navy PIO at Tokyo for press coverage, and the party was given at Pusan which turned out to be a real success.

7 - 05. (CONT).

(2) Christmas Cards showing an attractive picture of the REPOSE with appropriate greetings were autographed by the Commanding Officer, Officer in Command of the Naval Hospital, Ward Doctors and Ward Nurses. These were distributed amongst all patients, as well as to those patients evacuated one week before Christmas and up until Christmas Day.

(3) Four Hundred (400) cigarette lighters were purchased in Sasebo, providing one for every patient on board.

(4) Red Cross Christmas Stockings containing candy, note books, games, a pen and pencil set, were distributed to every patient on board.

(5) Several kinds of real "Home Made Candy" were made by the Nurse Corps Officers and Corpsmen so that every patient received a package containing several kinds of home made candy.

(6) Christmas Decorations were secured, so that every ward was adequately decorated for the occasion.

(7) Through the kindness of Rear Admiral SOHN WON YIL, Chief Naval Operations of the Republic of Korea Navy, the Korean Symphony Chorus came aboard the day before Christmas and sang Christmas Carols in all the wards, and for benefit of others in the mess hall.

(8) Among Christmas Decorations received from the Red Cross, were a number of Christmas Posters prepared by school children in the United States under the auspices of the Junior Red Cross Organization and delivered to Chapters of the American Red Cross for shipment overseas and distribution. Each poster contained the address of the group of children that made them. The posters represented a sincere effort on the part of those children to do their share for the Armed Forces, and the Commanding Officer wrote each group represented, a personal letter of thanks and gratitude, explaining that the posters were received on board the REPOSE at Pusan and exactly how they would be used for Christmas. A picture of the REPOSE was sent with each letter. Replies were very gratifying, and several such letters were published in local papers, among them the Buffalo Evening News. Publicity of this kind is considered fundamentally sound in the interest of the naval hospital ship program. Christmas on board the REPOSE at Pusan, was very successful in every respect and received favorable comment in press notices published in the United States.

PART 7. (CONT).

(2) Presents of bolts of sheeting and flannel for making clothes, picture books, toys, games and candy was purchased and the basic party was given for benefit of the war orphans at the "HAPPY MOUNTAIN ORPHANAGE" at Pusan. Wire recordings were made of a talk given to the children by the Commanding Officer and translated into the Korean language by an interpreter. It was explained to the assembled children, about (500) in numbers, just why the party was being given by those on board the "Big White Ship" at Pusan. That the American way of celebrating such an occasion was to give a party for them, since the officers and men on the REPOSE wanted the children to join with them in celebrating the REPOSE first year of duty at Pusan. At the close of festivities at the Orphanage, refreshment of candy, cake and ice cream were served, all of which was contributed by the REPOSE for the occasion. Wire recordings made at the party were later broadcast over radio stations and networks in the United States. Many letters were received commending the REPOSE for its services and generosity to the war orphans. Further response came in the form of voluntary offers of gifts of clothing, toys, wearing apparel and anything the children could use. Christmas packages were received from Women's Clubs in Ohio and the ship's Chaplains assisted by members of the ship's company took the packages of presents to the "Happy Mountain Orphanage" and the orphans received them in appropriate manner of the occasion. All efforts to assist children in Pusan were based upon a desire to assist those unfortunate victims of Communist aggression, and to instill in their minds the basic thought that the Americans were a kind and helpful race of people, who are willing to share their benefits with others less fortunate and help them in their troubled times. By such means, Communist Propaganda can never change the minds of these children and their concept of Americanism and all that it stands for.

7 - 05. CHRISTMAS AT PUSAN, 1951.

(1) The REPOSE celebrated its second Christmas in Korea while serving as a station hospital at Pusan. There were about (350) patients in the naval hospital and as at Incheon the year before, all hands worked to make it a "MERRY CHRISTMAS" for all on board, especially the patients.

PART 7. (CONT)

Dr. Nils P. Larsen, M.D.
Medical Group,
Honolulu, T.H.

Dr. Joseph Palma, M.D.
Pediatrician to the Clinic,
Honolulu, T.H.

Dr. Forrest J. Pinkerton, M.D.
Ear, Nose and Throat Specialist and Director of the Blood
Bank of Hawaii.
Honolulu, T.H.

Dr. J. DoWitt Fox, M.D.
Editor, "LIFE AND HEALTH" Magazine,
Washington, D.C.

Mr. Robert S. Wilson.
Dean of Services to the Armed Forces, American Red Cross,
Washington, D.C.

Mr. Atwood A. Cutler,
Wholesale Diamond Merchant,
San Diego, California.

Miss Ethel Mack,
Columbia Broadcasting System Correspondent,
Station "KCBS"
San Francisco, Cal.

Miss Ethel Mack, writer and commentator for the Columbia Broadcasting System in San Francisco, prepared material about her trip on the REPOSE which was subsequently broadcast over radio station "KCBS", San Francisco.

Dr. Fox prepared an excellent article about his trip on the REPOSE, which was published in the July 1952, issue of "LIFE AND HEALTH" Magazine, devoted to the Medical Profession. It gave a very comprehensive outline on hospital services performed aboard the REPOSE in Korea in support of the United Nations Forces in Korea, and complete information concerning the care wounded received while being evacuated to the United States on board the REPOSE.

PART 7 (CONT).

7 - 06. TRANSPORTATION OF CIVILIAN GUESTS FROM PEARL HARBOR
TO SAN DIEGO, 4 - 11 FEBRUARY, 1952.

(1) By prior arrangements made by the Secretary of the Navy and higher administrative commands, a total of (13) civilian guest took passage on the REPOSE from Pearl Harbor to San Diego, while the REPOSE was returning to the United States after (16) months continuous operations in Korea. The majority of guests were high in the medical and dental professions, so a trip on the REPOSE was of particular interest to them. They were able to observe at first hand, a navy hospital ship with some (250) casualties aboard, returning to the United States after an extended tour of overseas duty in Korean waters. Every opportunity was provided for them to observe every phase of hospital activity as well as routine shipboard activities. Their reactions and opinions, as set forth in letters received, proved conclusively the wisdom of the Navy's policy of inviting prominent citizens for short trips on naval vessels, which provides the best opportunity of observing naval activities afloat and underway.

Civilian guests are as follows: -

Dr. Harold Diehl, M.D.
Dean of the University of Minnesota Medical School.
Minneapolis, Minn.

Dr. Frank W. Hartman, M.D.
Chief Pathologist, Henry Ford Hospital,
Detroit, Michigan.

Dr. Gilbert J. Thomas, M.D.
Consultant on Urology to the Surgeon General of the Navy.
Santa Monica, California.

Dr. Stanley Rice, M.D.
Oral Surgeon,
Beverly Hills, California.

Dr. Robert W. Sample, D.D.S.
Orthodontist and Secretary, Honolulu Dental Society,
Honolulu, T.H.

Dr. Hastings W. Walker, M.D.
Medical Director, Leahi Hospital,
Honolulu, T.H.

PART 7. (CONT).

When they were available, commercial photographs of the REPOSE entering San Diego Harbor were purchased with Welfare Funds, autographed by the Commanding Officer and the Officer in Charge of the Naval Hospital, and forwarded to all of the above named persons who had been guests from Pearl Harbor to San Diego. Many letters were received from them, expressing thanks and appreciation for the courtesies extended during the trip. It is considered that a "follow-up" by sending autographed pictures of the REPOSE would be a very appropriate gesture, in order to show them a continuing interest existed as expressed by the pictures of the REPOSE, as a little memento of their trip.

On return to Pearl Harbor in June 1952, the Commanding Officer and Officer in Command of the Naval Hospital, were supper guests of one of the Doctors who made the trip, and two others were invited. Their interest in the REPOSE had not diminished and they expressed continued and active interest in naval hospital ships and the work they were doing in the Korean Theater of Operations.

7 - 07. PUBLICITY GIVEN THE "REPOSE" ON ARRIVAL AT SAN DIEGO AND LONG BEACH, CALIFORNIA.

(1) Full publicity was given the REPOSE arrival at San Diego, with very appropriate ceremonies as the ship pulled into the Berth at Broadway Pier. Enthusiasm was somewhat dimmed when transfer of patients took place, with many ambulances and busses awaiting to take them to shore based hospitals. It added a sad but realistic note to hospital ship activities.

Press coverage was excellent. Wire recordings were made aboard, which were broadcast over a special program that evening. Certainly, all of San Diego and its immediate vicinity knew the REPOSE had arrived.

(2) Arrival at Long Beach was marked by similar celebration with Television Shots being taken which were shown on "TV" programs that evening over the Los Angeles Station. Press coverage by the local papers was excellent.

PART 7. (CONT).

7 - 08. "OPEN HOUSE" ON THE "REPOSE" AT LONG BEACH, CAL.,
ON 13 MAY, 1952 IN COMMEMORATION OF THE 44th
ANNIVERSARY OF THE FOUNDING OF THE "NAVY NURSE CORPS".

(1) Upon completion of availability in the Long Beach Naval Shipyard on 6 May, the REPOSE was held over at the Municipal Pier for Armed Forces Day, scheduled for 17 May 1952. However, on 13 May, "OPEN HOUSE" was held on board to commemorate the 44th anniversary of the founding of the Navy Nurse Corps. Invitations were extended to various hospitals and nurses associations and Nurse Corps Officers assigned to the REPOSE, served refreshments in their wardroom after taking their guests for a tour through the hospital. They showed keen professional interest, for it was their first opportunity to observe the completeness of a naval hospital afloat.

(2) During the week of 11 - 17 May at Long Beach, a convention of Odd Fellows and Rebeccas was being held. Through press notices of Open House on 13 May, it was included as a part of their schedule, for chartered busses brought hundreds from the convention, in addition to many others who came from miles around. It was evidently, a matter of keen interest to all who came aboard and were taken for extended tours throughout the ship. OPEN HOUSE on this occasion was a real success in every way.

7 - 09. "OPEN HOUSE" ON THE "REPOSE" AT LONG BEACH, CAL.,
ON 17 MAY, 1952, on "ARMED FORCES DAY".

(1) The REPOSE was included among those naval vessels in port as holding Open House on Armed Forces Day on 17 May, 1952. It was tied up at the Municipal Pier and hundreds visited the ship and naval hospital on board. Organized tours were set up with enlisted personnel serving as guides, and it is considered that the day was a marked success, since all visitors showed a sincere and genuine interest in the ship and hospital facilities.

(2) It is considered that the basic reason for such interest was because the American Public has had little opportunity to see naval hospital facilities afloat. Their concern is greatly increased with the possibility that some member of their families may become a casualty and be treated on board a navy hospital ship. A passing or passive interest then becomes very active and real. Publicity of this kind is excellent.

PART 7. (CONT).

7 - 10. TRANSPORTATION OF GUESTS FROM SAN DIEGO TO PEARL HARBOR, 31 MAY - 6 JUNE, 1952.

(1) On the return trip to Pearl Harbor, a total of (14) Civilian Nurses from the Southern California Area were guests of the Secretary of the Navy on board the REPOSE. Every courtesy of the command was extended to them, they were taken on tours of the ship and naval hospital and given complete information concerning all activities of the naval hospital, since their profession was so closely related to it. Two days out of Pearl Harbor, the REPOSE took an ill man from a Coast Guard weather ship. The transfer was effected at 0300, and it was noted that all "guests" were up to watch the operation of transfer at sea by boat. It was a good example of hospital service to ships at sea. All guests were transferred at Pearl Harbor for their return trip to the United States.

(2) A group picture of the guests was forwarded to each of them from Sasebo with a letter of transmittal from the Commanding Officer. Since then, practically every "guest" has written a very cordial letter of thanks and appreciation for the courtesies extended during their trip on the REPOSE.

(3) Information has been received to the effect that an article will soon be published in the "California State Nurses Association Monthly Bulletin", concerning the "nurse guests" trip on the REPOSE, as one of the guests is the assistant director of the association. Photographs of them, taken on board during the trip, were forwarded for use in preparing the article.

(4) "Civilian guests" on this cruise are as follows:

Miss Alice Pelletaire, R.N., Director of Nursing
Santa Clara County Hospital,
San Jose - Los Gatos Road
San Jose, California.

Mrs. Alice W. Schindel, R.N., Director School of Nursing
The General Hospital of Fresno, California.
Fresno, California.

Miss Ruth Kynock, R.N., Assistant Director
Santa Rosa Junior College School of Nursing
Santa Rosa Junior College
Santa Rosa, California.

PART 7. (CONT).

Mrs. Dorothy Cobb, R.N., Director
Sacramento Junior College of School of Nursing
Sacramento Junior College,
Sacramento, California.

Miss Dorothea A. Daniels, R.N. D. Ed.
Director, School of Nursing and Nursing Service
The Permanents Hospitals,
Broadway and Arthur Boulevard,
Oakland, California

Miss Pearl Castile, R.N., Assistant Dean
School of Nursing,
University of California Medical Center,
San Francisco 22, California.

Miss Marine G. Albrecht, R.N., Assistant Director
California State Nurses Association,
185 Post Street,
San Francisco, California.

Miss Mary Martenitti, R.N.
Assistant Director, School of Nursing.
Los Angeles County Hospital,
Los Angeles, California.

Miss Marjorie L. Quigly, R.N. Executive Secretary
California State Nurses Association,
District #5,
1027 West 6th Street,
Los Angeles 17, California.

Miss Lillian Vosloh, R.N. Director
School of Nursing
Huntington Memorial Hospital,
Pasadena, California.

Miss Anna N. Steffn, R.N. President,
League of Nursing Education,
2163 Moreno Drive,
Los Angeles 39, California.

PART 7. (CONT).

Miss Neva Nye, R.N., Director School of Nursing
San Diego County General Hospital,
San Diego, California.

Miss Dorothy Kaladic, R.N.,
Director, Orange County Hospital,
School of Nursing,
Orange, California.

Miss Nina B. Craft, R.N.
Director, School of Nursing,
Los Angeles General Hospital
Los Angeles, California.

LT Mary H. Ryzek, NC, USN.,
Officer Escort to Guests.

7 - 11. TAKING OF "SHOTS" FOR "TV" SHOWING ON U.S.
ARMY WEEKLY TELEVISION PROGRAM "BIG TIME",
SCHEDULED FOR SHOWING AFTER 15 SEPTEMBER, 1952.

During the month of July 1952, while operating at Inchon, a photographic team from the 8th U.S. Army (Korea) came aboard and stayed several days taking "shots" of hospital activities, including such subjects as patients being received from helicopters on the flight deck, transportation into the hospital, surgery, care and treatment in the hospital. The writer was informed that they would be incorporated in a film covering the general subject of medical care and hospitalization for the Armed Forces serving in Korea. It is scheduled to be shown on television with the United States Army's Television Program, "BIG TIME" any time after 15 September 1952. "BIG TIME" is a weekly program sponsored by the U.S. Army. Publicity of this kind shows the close relationships existing between the various branches of the Armed Forces, together with the part the U.S. Navy is taking in providing hospital support for all branches of the Armed Services serving in Korea.

7 - 12. CELEBRATION OF THE SECOND ANNIVERSARY OF DUTY IN KOREA.

(1) While serving at INCHON during July, and August 1952 numerous members of the ship's company visited the "Star of the SEA" Orphanage at Inchon. This Orphanage was run by a Catholic Sister from the United States, assisted by Korean Sisters; and, took care of Korean Orphans until they were about twenty years of age. Since the REPOSE had given a party for the "Happy Mountain Orphanage" at Pusan on its First Anniversary in 1951, it was considered very appropriate to the occasion that a party for the "Star of the Sea" Orphanage would be the major occasion for celebrating the Second Anniversary of duty in Korea. A committee of officers and men was appointed to work out all details and planning.

(2) On 20 September 1952, a large group of officers and men went ashore with ample supplies of ice cream, cookies and candy. A "Hill-Billy" orchestra composed of enlisted men from the REPOSE provided musical entertainment which was followed by refreshments for all the orphans. A substantial sum of money was given the Catholic Sister in Charge of the Orphanage to help defray expenses of providing food and clothing and other necessities for the children. It was a very picturesque setting in war-torn INCHON, and the sight of American Sailors in their whites, entertaining the little children, holding them on their laps and serving them ice cream, cake and candy is one that will remain in the memory of those children always. Regardless of what Communist propaganda they may be subjected to by various means and methods, it can never erase from their minds and memories the fact that American Navy personnel were good to them, treated them kindly and helped them when in need.

(3) Photographs were taken and forwarded through channels for publication together with an article describing the party. Press coverage was arranged through Eighth Army Headquarters.

(4) Holiday Routine was observed on board with a turkey dinner served the crew. It was very appropriate to the occasion that General L. C. Shepherd, the Commandant of the United States Marine Corps; Major General E. A. Pollock, Commanding General of the First United States Marine Division, and Brigadier General T. A. Wornham, United States Marine Corps, visited the REPOSE on this date where they were taken through the naval hospital to see the patients, most of whom were United States Marines from the First Division.

1. The following information was obtained from the files of the Department of State:

2. The following information was obtained from the files of the Department of State:

3. The following information was obtained from the files of the Department of State:

4. The following information was obtained from the files of the Department of State:

5. The following information was obtained from the files of the Department of State:

PART 8. (CONT).

Commodore K. Hammerich, R.D. Navy (ret), Director of the Expedition on board the Danish Hospital Ship "JUTLANDIA".

Captain J. Korndup, Master of the "JUTLANDIA".

Captain C. Wingie, MC, Royal Danish Navy, Senior Medical Officer on board the "JUTLANDIA".

Col. Kaiser, MC, Commanding Officer of the Swedish Hospital at Pusan.

Col. C.W. Baxter, MC, USA. Commanding Officer of the 10th Station Hospital, U.S. Army, Pusan.

Col. R. Stanton, USA. Commander, 7th Medium Port, Pusan.

Captain W. Gibson, NC, USN. Director of Nurses, U.S. Navy.

Captain Barton, MC, USN. Force Medical Officer, Service Force, U.S. Pacific Fleet.

Rear Admiral T.B. Hill, USN. Commander Task Force 90.

Brigadier General J.P. Cooney, MC, USA. Surgeon, Japanese Logistical Command.

Brigadier General P. Sar, MC, Surgeon General, Turkish Army.

Lt. S. Tanogen, MC, Chief Nurse, Turkish Forces, U.N. Command.

Captain R.M. Gillette, MC, USN. Force Medical Officer, Naval Forces, Far East.

Dr. W. Randolph Lovelace II, Chairman, Armed Forces Medical Council.

Dr. Charles Mayo, Civilian Consultant, Armed Forces Medical Council.

Major General Leonard Scheele, MC, USA. Surgeon General, U.S. Public Health Service.

Major General E.E. Hume, MC, USA. Surgeon General, Far East Command.

Col. Bolibaugh, MC, USA. Orthopedic Surgeon, 8th U.S. Army, Korea.

Col. Page, MC, USA. Surgeon 8th U.S. Army, Korea.

Col. Molohan, MC, USA. U.S. Public Health Service, Far East Command.

Major General Sanguan Rojanavongse, MC, Surgeon General, Thailand Army.

Major General Chua Poonyasoni, MC, Surgeon General, Thailand Air Force.

Captain Luang Ruang Vitayavitaya, MC, Surgeon General, Thailand Navy.

Col. Pimol Noparat, MC, Deputy Surgeon General, Thailand Army.

Lt. Col. Chainand Chitboon, C-4, Thailand Army.

Wing Commander Usah Jayanama, Thailand Air Force.

Squadron Leader Tragool Thavarevej, Thailand Air Force.

Rear Admiral G.C. Dyer, USN. Commander Task Force 95.

Captain T.J. Casey, USN. C/S Task Force 95.

Captain J. Hooper, USN. Commanding Officer, USS TIEDMONT.

Captain T. Heald, USN. Commanding Officer, USS ELDORADO.

PART 8. VISITORS ABOARD THE "REPOSE" IN THE KOREAN THEATER OF OPERATIONS.

It has been noted that many persons touring Korea in an official capacity, have expressed a keen desire to gain first hand information concerning the navy hospital ship services for all United Nations Forces in Korea. Although not complete since no records were kept in the beginning, but the following is a list of visitors who have been aboard the REPOSE while operating in Korea. This does not include many writers and correspondents as well as officials of the Korean Government serving in the various branches of the Republic of Korea Armed Services.

Col. Deauvelle, MC, USA. Surgeon 8th U.S. Army, Korea.

Lt.Col. Mary Phillips, MC, USA. Chief Nurse, 8th U.S. Army, Korea.

Rear Admiral L.E. Thackrey, USN, Commander Amphibious Group Three.

Captain Brooks, USN, C/S, Amphibious Group Three.

Vice Admiral I.N. Kiland, USN, Commander Amphibious Forces, Pacific.

Mr. John B. Muccio, American Ambassador to the Republic of Korea.

Major General Bliss, MC, USA. Surgeon General, U.S. Army.

Major General E.E. Hume, MC, USA. Surgeon General, Far East Command.

Lt. General John B. Coulter, USA. Deputy Chief of Staff, 8th U.S. Army, Korea.

Rear Admiral C.A. Broadus, MC, USN, Force Medical Officer, U.S. Pacific Fleet.

Rear Admiral Lamont Pugh, MC, USN, Surgeon General, U.S. Navy.

Major General Armstrong, MC, USA. Surgeon General, U.S. Army.

Brigadier General Hayes, MC, USA. Assistant Surgeon General, U.S. Army.

Brigadier W.H.B. Bull, MC, Director Medical Forces, New Zealand Army.

Brigadier R.S. Park, Commander New Zealand Forces, Korea.

Sir Kingsley Morris, Major General Australian Army.

Col. C.W. Nye, MC, Deputy Director of Medical Services for British Forces in Korea.

Rear Admiral A.W. Chandler, DC. USN. Office of Inspector General, Navy Department, Washington, D.C.

Captain C.A. Boland, D.C., USN. Director of Reserves, Dental Corps, U.S. Navy.

PART 8. (CONT).

Rear Admiral C.A. Broadus, MC, USN. Force Medical Officer, U.S. Pacific Fleet.

Captain R.M. Gillette, MC, USN. Force Medical Officer, Naval Forces, Far East.

Captain C.W. Schantz, DC, USN, Evaluation Board, U.S. Pacific Fleet.

Rear Admiral Sohn Won Yil, Chief Naval Operations, Republic of Korea Navy.

Commander M. J. Luosey, USN. Commander Task Group 95.7, Republic of Korea Naval Forces.

Brigadier General Frank W. Berry, MC, USA. (res), Consultant, Surgeon General's Office. U.S. Army.

Col. E.M. Houseman, USA. Port Commander, 7th Major Port, Fusan.

His Eminence Frances Cardinal Speelman, New York City.

General James A. Van Fleet, USA, Commanding General, Eighth United States Army, Korea.

Captain W.H. Standley, USN. MSTs, Washington, D.C.

Captain H.D. Johnston, USN. Naval Forces, Far East.

Brigadier General F. Yount, USA. Commanding, Second Logistical Command, Fusan.

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Mrs. Rhee, wife of the President of the Republic of Korea.

Mr. John B. Muccio, American Ambassador to the Republic of Korea.

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Mr. Choong Chung Oh, Vice Counsel for the Republic of Korea, Honolulu.

Vice Admiral Ross T. McIntyre, MC, USN, (Ret).

Mrs. R.T. McIntyre, wife of Admiral McIntyre.

Rear Admiral B.B. Biggs, USN. Commander Service Squadron 3.

Rear Admiral F.C. Dennebrink, USN. Commander Service Force, U.S. Pacific Fleet, Honolulu.

Mr. Ewing W. Mays, National Commander, Disabled American Veterans.

Mr. Gilbert B. Lawson, Public Information Officer, Disabled American Veterans.

Mr. Alvin D. Hedlun, Aide de Camp, Disabled American Veterans.

Mr. Herbert J. Miller, Chief of Staff, Disabled American Veterans.

Major General John T. Selden, USMC, Commanding General, First U.S. Marine Division.

Captain J.T. Hull, USN, Commodore Trans Div. 15.

Dr. Benjamin H. Balser, MD. Consultant to the Surgeon General, U.S. Army.

PART 8 (CONT)

Col. D. A. Peterson, MC, USA. Far East Command.
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Thirty-One.
Mr. Frank A. Hecht, President of the Navy League of the
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Rear Admiral T. E. Regan, USN., Deputy Chief of Staff,
Naval Forces, Far East.
Mr. William Holden, "Actor", North Hollywood, Cal.
Miss Marie Windsor, "Actress" Hollywood, Cal.
Mr. William T. Roy, House Armed Services Committee,
Washington, D.C.
Mr. Ralph R. Roberts, House Armed Services Committee,
Washington, D.C.
Mr. John W. McCabe, Washington, D.C.
Hon. S.G. Clements, MC, House of Representatives, Washing-
ton, D.C.
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Eighth U.S. Army Korea.
Rear Admiral B. B. Biggs, USN., Commander Task Force 95.
Major General E. A. Pollock, Commanding General, First
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Brigadier General T. A. Wonham, USMC, Headquarters,
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General L. C. Shepherd, Commandant of the United States
Marine Corps.

PART 9. THE LACK OF PROFESSIONAL ENTERTAINMENT IN
KOREAN OPERATIONS.

9 - 01. Over a two year period of operations in Korea, the lack of professional entertainment from September 1950 until August 1952, was noted with concern. Many entertainers and troupes came to Korea to entertain members of the Armed Forces, but few came aboard the REPOSE. For this period of time, there were but three such entertainments given on board while the ship was operating at Pusan. The continued absence of entertainers became the subject of sharp criticism by patients and ship's company alike, since their presence in the area was known through press releases in the Korean edition of the "Stars and Stripes".

9 - 02. On return to Inchon in the summer of 1952, Major General J.T. Selden, USMC, Commanding General of the First United States Marine Division, made personal inquiry concerning entertainment on board, and when advised that very few shows had been given during previous operations, he personally ordered all available facilities of the First United States Marine Division made available. This resulted in a number of band concerts being given aboard by the First Division U.S. Marine Band, and such special entertainment as could be made available from time to time.

9 - 03. On 2 September 1952, Mr. William Holden the actor, accompanied by an officer from the Navy Department in Washington, came aboard for the express purpose of determining needs and requirements in the entertainment field for patients and ship's company alike.

More shows and entertainment has been scheduled for the REPOSE during the month September than has appeared in the entire two year period of operation. It is anticipated that as a result of Mr. Holden's survey that the REPOSE will be included on entertainment schedules, which will prove of real benefit to the morale of patients and ship's company alike.

PART 9. (CONT).

9 - 04. (1) Through the kindness of Admiral Sohn Won Yil, Chief Naval Operations of the Republic of Korea Navy; the Korean Symphony Chorus came aboard the day before Christmas, 1951; and the Chorus sang Christmas Carols for patients in all the wards and in the mess hall for members of the ship's company and ambulatory patients.

(2). Through local contacts at Pusan and Inchon, a Korean mixed chorus has come aboard and sung for ship's company and ward patients. The sincere interest that South Koreans have shown in the welfare of patients on hospital ships is indeed a very significant attitude on their part. All of their services were free and on a voluntary basis and represents their efforts to show their appreciation for the part played by the United Nations Forces in the struggle against Communism.

9 - 05. The need for professional entertainment for patients in the naval hospital exists, but until such time as the REPOSE is included in schedules set up for USO entertainers, the situation will continue to remain "as is". Even if professional personnel would only come aboard and visit with the patients, without giving of their talents, it is considered this in itself would prove of real value. Instances have occurred on other hospital ships where actresses have come aboard and just "visited" with patients, especially those who are bedridden in the wards, and such "human visits" by a prominent person have proven excellent for patients morale. Visits by prominent individuals especially those of high military rank, have been real "morale builders" to patients, such as visits by Lt. General J.H. COULTER, Deputy Chief of Staff, 8th U.S. Army (Korea); by General James A. VAN FLEET, Commanding General 8th U.S. Army (KOREA); by Major General J.T. SELDEN, Commanding General, First U.S. Marine Division (Korea); Rear Admiral Lamont FUGH, MC, USN., Surgeon General, U.S. Navy; by Rear Admiral C.A. BROADBUSH, MC, USN., Force Medical Officer, U.S. Pacific Fleet; and by His Eminence, FRANCES CARDINAL SPELLMAN of New York. These mentioned are but a few who have taken a personal interest in the patients in their visits on board. The South Korean who have freely given of their time and talents are deserving of high praise, since they have suffered in this war, yet are willing to give of their time and talents to help others in their suffering. The mental attitude of being "the forgotten man" must be kept from the patients minds when they are hospitalized and away from their "outfits".

PART 10. PROGRAMS FOR MAINTAINING GOOD MORALE WHILE
OPERATING IN THE FORWARD AREA.

10 - 01. "R & R" IN JAPAN.

The "Rest and Recreation" periods in Japan have proven a big factor in maintaining good morale on board. It has been noted that the majority of personnel aboard have taken advantage of "R & R" in order to get away from the ship entirely for a few days. This is considered excellent in view of the nature of the work in which the REPOSE is engaged and from which it is desirable that ship's personnel be given a change of environment even for only a few days. It has been noted that many do not go up in the mountain resorts, but prefer to remain in the Yokohama-Tokyo area where they are free to go sight-seeing, shop and obtain a complete change from their life on board. There have been but very few instances of enlisted personnel failing to return on time, and those were due to distances traveled and trying to make train connections in a foreign land.

10 - 02. CAMERA TOURS IN KOREA.

Through the kindness of the Special Services Officer of the First Marine Division, who provides transportation when available; it has been possible to send groups of enlisted personnel on "camera trips" to Seoul and return the same day. Officers can easily make their own arrangements with friends of the Navy, Marine Corps and Army authorities ashore. However, since photography has developed into a real "hobby program" for practically everyone on board, these camera trips have proven of real value to all personnel on board.

10 - 03. PHOTO-LAB FOR BLACK AND WHITE FILMS.

In order to further interest of the ship's company in photography, equipment for developing and printing "Black and White" Films was purchased with Welfare Funds. A photo-lab was set up and a free service established for developing and printing "Black and White" Films for members of the ship's company. This has proven most satisfactory since facilities ashore are limited, workmanship is generally poor and unsatisfactory. Operators for the photo-lab are paid on the basis of actual work performed in their spare time, such payments being out of Welfare Funds the same as movie operators are paid for their work.

PART 10. (CONT).

10 - 04. BINGO GAMES.

Two complete sets of Bingo equipment were purchased from Welfare Funds, one for the crew and one for the Officers. These included sufficient Bingo cards for all hands. Prizes are purchased by a Committee of Enlisted Men and Officers, when the ship is in Japan. On return to Korean Waters, a schedule of Bingo games is set up on a ratio of four games for the enlisted men and one game for the Officers, so that the expenditure of funds and distribution of prizes shall be carried out on a proportionate basis between officers and enlisted personnel on board. All games are free, and "Bingo Night" has become a source of real entertainment on board. Due to the constant turn-over of patients, the Enlisted Men's Committee and the Officers Council decided to permit patients to play but their prizes would be limited to a carton of cigarettes. Ship's company are permanent while patients are transient. This has proven satisfactory, since the main purpose of Bingo is the entertainment. Very few prizes are won in comparison to the numbers playing in the mess hall.

10 - 05. CHRISTMAS DISC RECORDING SERVICE.

With supplies and equipment purchased out of Welfare Funds while in the United States, it has been possible to set up a program whereby all members of the ship's company who so desire, can make a disc recording of a Christmas message to their homes on board, at actual cost of the discs and mailing envelopes. This program has recently been started under Welfare auspices, and many have taken advantage of this service. By keeping it down to actual cost of materials, it is possible to keep sufficient funds for replenishment of supplies when necessary. This service is equivalent to that commercialized in Japan for service personnel.

10 - 06. ATHLETICS.

Ample supplies of athletic gear are kept on hand for use by ship's company. Hand ball is played on the after bridge deck and soft ball is encouraged wherever facilities are available on shore. Swimming is not encouraged in Korea on account of contaminated waters and treacherous tides. Fishing off the ship is encouraged, but not on "fishing boat" trips, since hazards of tides and weather make it too risky to the boats and members of fishing parties.

PART 11. SERVICES FOR PATIENTS.

11 - 01. FREE DISC RECORDINGS.

Recently, while in the United States, a professional disc recorder, a supply of blank discs and special mailing envelopes was purchased with Welfare Funds. Under a program set up on return to Korea, a free disc recording service is provided for those patients who are incapacitated and unable to write home. They are selected by the ship's chaplains, cleared by the Medical Officer in Command of the Hospital with members of the ship's company assisting in making the recording, since it requires a trained operator of the recorder, one to hold the "mike" to the patient's mouth and the Chaplain present to assist. The patient is notified in advance of the scheduled recording so he will have ample opportunity to think over a message to his family. When the recording has been completed, the disc is enclosed in a special mailing envelope together with a letter of transmittal from the Commanding Officer to his family which gives complete explanation of the circumstances under which the recording was made, the number of revolutions it is to be played and advising them it is a free service on board the navy hospital ship RETOISE. Many patients have taken advantage of this service with the underlying thought that a "voice" message to their loved ones is far superior than a letter written for them. It is hoped to expand this service for benefit of all patients in the hospital, but the limited supply of blank discs has made it necessary to limit the service to those who are unable to write a personal letter to their families. Replenishment may be possible through the American Red Cross, but no specific information is available at this writing concerning that possible source of supply.

11 - 02. MOVIES.

A special movie is shown in the mess hall for patients in the hospital. This particular time was found to be the best since they have to be in their wards for evening bed-check, just at the time when movies are shown to the crew on weather decks when weather permits and in the mess hall in foul weather. Officers in a patient status attend the afternoon movies. Space and facilities do not permit patients and ship's company at one movie. Present allowance calls for two movie projectors. It is recommended this be increased to three, to save moving the equipment from the after bridge deck to the mess hall, as one projector is kept for officers' movies in the wardroom. With but one projector for the crew and patients, it means constant shifting from the mess hall to the after bridge deck and visa versa when weather permits showing on weather decks in the evenings.

PART 11. (CONT).

11 - 03. ENTERTAINMENT.

Such entertainment as is available, is always scheduled for patients in the wards and weather permitting, for ambulatory patients on the after bridge deck. Ship's company are permitted to attend, but they shall not take seating arrangements set up for patients. In foul weather, then it is shifted to the mess hall. It is the policy to assure that all entertainment is scheduled for patients with special provision for those who are bed-ridden in the wards.

11 - 04. RECREATION.

There is little recreation for patients as such, except sitting on weather decks when their physical condition and weather permits. It has been noted that they take advantage of spending as much time on weather decks as possible, reading, playing cards or visiting. In numerous instances, patients are brought out in wheel-chairs by fellow-patients. A chance to get out in the fresh air and sunshine appears to be their main desire, but very few have engaged in sunbathing on the after bridge deck.

11 - 05. RADIO AND AFRS PROGRAMS.

A supply of AFRS transcriptions was secured from various sources in Japan in addition to those previously placed aboard. Many received were old, worn out and in poor condition and all of these were exchanged for new transcriptions while in Long Beach, through arrangements with the AFRS main office in Los Angeles. These AFRS transcriptions are distributed for benefit of personnel in berthing spaces and wardrooms. The main bulk are kept in special cabinets in the Master-At-Arms space, located in the "Broadcasting Room". This is equipped with two RCA radios hooked up to a separate receiving aerial and two RCA record players. All music from the radios and record players is "piped" to all hospital wards with outlets for each by each bunk. Head phones are used by the patients for reception. This has proven very satisfactory using both radio and record players since musical and popular programs are in great demand by the patients. Additional head sets have been ordered since there are not enough on board to serve more than 200 patients. The average patient load exceeds that number. Frequently, a schedule of "request" numbers is set up so patients can hear their favorite numbers.

PART 11. (CONT).

11 - 06. SHIP'S SERVICE STORE.

All facilities and supplies available in the ship's service store are available to patients who purchase basic items for their personal use as well as some luxury items. A policy of non-limitation for patients has been strictly enforced.

11 - 07. CHAPLAINS SERVICES.

The two ship's Chaplains procure supplies for "Health and Comfort" from local branches of the Red Cross and Army Special Services. These include games, books for the library available to patients and magazines, as well as essential items they will require when being transferred back to duty or for evacuation to base hospitals in Japan.

Of special interest is the statement of Lt. Gen. John B. Coulter, U.S. Army, in a letter to the Commanding Officer in which he stated that he knew of several cases where U.S. Army personnel who had been hospitalized on board the REPOSE, asked to be returned to the REPOSE when they were wounded a second time after being returned to duty. All patients receive equal consideration, care and treatment regardless of nationality, race, creed or color.

PART 12. ADMINISTRATION POLICIES CARRIED OUT ON THE
"REPOSE" BY THE MEDICAL OFFICER IN COMMAND OF
THE NAVAL HOSPITAL AND THE COMMANDING OFFICER.

12 - 01. Since the primary mission of the REPOSE is to provide hospital support, all activities on board either directly or indirectly are based on support of the naval hospital. Present allowance calls for (200) hospital corpsmen and (267) enlisted personnel in the ship's operating company. The majority of the officers are of the medical and dental classification. Therefore, all matters pertaining to local administration and policies, except those established by higher administrative authorities, are decided upon jointly by the Medical Officer in Command of the Naval Hospital and the Commanding Officer. This applies in all cases except where each may be governed by fixed directives established by higher authorities and the U.S. Navy Regulations, 1948.

12 - 02. It has been the policy of this Commanding Officer, when decisions on matters concerning policies have to be decided, that such matters are worked out in consultation with the Medical Officer in Command of the Naval Hospital. Once agreement has been reached and the policy established, it then remains firm until such time as a change may become necessary due to changing conditions and circumstances of operations. At no time, within the last two years has any disagreement ever existed in matters of policy and jurisdiction between the Medical Officer in Command of the Hospital and the Commanding Officer. It can never be said that friction, misunderstanding or disagreement existed on the higher levels of command and administration on board.

12 - 03. The success of this policy is due directly to the fact that the Medical Officer in Command of the Naval Hospital and the Commanding Officer have consistently maintained a position of mutual understanding and respect for each other's responsibilities on board. These relationships have always remained on a high level of pleasant cooperation. While junior in rank to both Medical Officers in Command of the Naval Hospital for the past two years, yet never once has the difference in rank ever been considered or suggested in weighing fixed responsibilities. This entire tour of duty aboard the REPOSE has been marked by the most pleasant and cordial relationships at all times. It has been a very pleasant experience.

PART 13. PERSONNEL AND DISCIPLINE.

13 - 01. Personnel problems have remained relatively small in proportion to the numbers of people on board. This type of duty is such as to create a sameness in the minds of many since the REPOSE remains at anchor, or at a berth alongside a dock at Fusan, for many weeks without getting underway. Mental adjustment have been made so this feature has presented no problem. Every effort has been made to provide good, wholesome relaxation and recreation and to keep a "Happy Ship". The degree of success can be measured only by the opinions of those serving aboard and who served aboard on the previous tour of duty extending over a period of many, many months. It is considered to have been successful.

13 - 02. Discipline is carried out in accordance with U.S. Navy Regulations, 1948 and directives from higher authorities. No relaxation in discipline has been permitted. The policy of keeping a "taut Ship" has proven the best by far, since there is no question in the minds of any person serving on board exactly what policy the Commanding Officer will follow when personnel are brought up in a disciplinary status. Every person on board knows exactly where they stand in matters of discipline. There have been cases of breaches of discipline, the majority being AOL offenses on authorized liberty in Japan. Two cases have occurred where personnel were recommended for trial by General Court Martial, and in each case convictions were obtained and upheld.

PART 14. AUTHORIZED CAMPAIGN MEDALS FOR KOREAN OPERATIONS.

14 - 01. The UNITED NATIONS MEDAL has been authorized for services in Korea.

14 - 02. The KOREAN SERVICE MEDAL has been authorized for services in Korea, with the following stars: -

- (1) K - 1. North Korean Aggression, 27 June - 2 Nov. 1950.
- (2) K - 2. Communist China Aggression, 3 Nov. 1950 - 24 Jan. 1951.
- (3) K - 4. First UN Counter Offensive, 25 Jan. - 21 April, 1951.
- (4) K - 5. Communist China Spring Offensive, 22 April - 8 July, 1951.
- (5) K - 6. UN Summer-Fall Offensive, 9 July - 27 Nov., 1951.
- (6) K - 7. Second Korean Winter, 30 Nov. 1951 to (date to be determined).

NOTE: The RETOSE did NOT engage in the Inchon Invasion, and is not eligible for the (K-3) star.

14 - 03. Authorization for personnel attached to the RETOSE to wear any portions of the above specified in (14-02) is based upon their period of service aboard with appropriate entries in their service records and jackets.

PART 15. SUPPLY SERVICES IN KOREAN OPERATIONS.

Supply services in the Korean Theater of Operations have proven very satisfactory in every respect. While operating in Inchon and Chinnampo in late 1950, supplies were sent via a navy oiler to an outer anchorage off Chinnampo and then ferried in by barge to the ship. Shortly after return to Inchon, a supply ship was sent up and ample supplies of provisions, C & S S, and ship's store stock were procured. Prior to arrival of the supply ship at Inchon in December 1950, MSTS transports were contacted for such fresh and frozen provisions as could be spared from their stocks. Supplies were received at Fusan on regular intervals and major re-supply was carried out at either Yokosuka or Sasebo when the REPOSE was assigned availability for maintenance, upkeep and repairs. At no time was the REPOSE ever short of provisions to the point where dietary requirements of ship's company personnel and patients could not be fulfilled. Sufficient stocks of dry provisions were maintained on board to meet any emergency that might arise which would involve feeding more than the average number of personnel on board. To the writer's knowledge, there has never been a complaint on board as to both quality and quantity of meals served. Complaints if any, have never reached the level of command at request mast or otherwise.

Considering the number of personnel aboard, the patient load carried in the hospital and the varied activities in which the REPOSE has engaged at different ports in Korea; it reflects real credit on the entire Service Force, U.S. Pacific Fleet Organization that service of supply has been maintained at such high levels at all times.

PART 16. MAINTENANCE AND UTKEEP IN WEST PACIFIC OPERATIONS.

16 - 01. The fact that the REPOSE engaged in continuous operations in Korea from September 1950 until January 1952, is conclusive evidence of the high degree of efficiency of "Maintenance, Upkeep, and Repair Services" maintained by the Commander Service Force, U.S. Pacific Fleet, under the immediate cognizance of Commander Service Squadron THREE, and Commander Service Division THIRTY ONE. Wherever the REPOSE was granted availability; whether in Sasebo or Yokosuka; services for maintenance, upkeep and repair were worked out in detail to meet all requirements. They became effective as soon as possible so that the entire period was spent in preparing the REPOSE for further periods of extended operations in Korea. The services assigned to Repair Ships and accomplished by their trained and efficient organizations speaks very highly of command organization and efficiency of ships of the AR Class. For Example: On arrival at Sasebo on 20 June 1952, the REPOSE had on board a total of (18) bed-pan sterilizers which were to be installed by ship's company with assistance by repair personnel from the USS HECTOR (AR-7). With but (48) hours allotted for availability for installation of those and special communications equipment on account of the urgency of services in Inchon, original plans called for fabrication of certain pipe connections by the USS HECTOR necessary for their installation, and assistance as much as possible with ship's force in installation. It was not anticipated that all could be accomplished in such a limited time. However, the entire installation of all (18) new bed-pan sterilizers was accomplished by the USS HECTOR (AR-7), and no further work was necessary by the ship's company. All was planned by the Commander Service Squadron THREE of Service Force, U.S. Pacific Fleet. On arrival at Inchon, all hospital wards were fully equipped and ready to receive patients which were immediately forthcoming. Services of this kind reflect the high degree of efficiency in the Service Force units serving forces afloat in Korean Operations.

16 - 02. Of particular note was the work accomplished by personnel from the USS HECTOR (AR-7) in March - April, 1951. Refractory material had deteriorated in both boilers so that complete renewal was necessary. Supplies were shipped to Tusan, personnel sent over from the USS HECTOR at Sasebo, and the entire work accomplished with out any interruption of hospital services of any kind. The REPOSE carried a particularly heavy load of casualties at the time as a result of the Communist Spring Offensive, and services could not be interrupted or dispensed with during this critical period, when (3,432) patients were admitted to the hospital in (82) working days. To have gone to Japan for accomplishment would have imposed a serious handicap on hospital services for both United States and United Nations Forces serving in Korea.

PART 17. SUPPORT GIVEN BY FLEET ACTIVITIES IN WEST PACIFIC OPERATIONS.

17 - 01.(1) Support of Fleet Activities in Korean operations proved very essential and of valuable assistance to the REPOSE in the ports of Inchon, Chinnampo, and Pusan. In the period of late 1950 and early 1951, matters of boats, communications and liaison with shore activities were of utmost importance. Despite the handicaps under which activities were conducted, yet the Fleet Activities Organizations in Korean Ports continued to give every assistance possible, even with the enemy closing in and abandonment of the port was only a matter of days.

(2). At Inchon, in 1952; Commander Fleet Activities has continued to give highest standards of service. All casualties received from shore are carried in LCM's supplied by Fleet Activities. LCM's are considered the best type of boat for service of this kind in Inchon. In addition, such athletic and recreational facilities as are available in the port, have been made available for REPOSE personnel while on authorized liberty and recreation. Communications with various shore activities also play an active part in operations at Inchon, and the Commander Fleet Activities has continued to give best support possible where requirements are many and varied.

17 - 02. SUPPORT GIVEN BY FLEET ACTIVITIES IN JAPAN.

(1)(a) Fleet Activities support given the REPOSE in Sasebo and Yokosuka has proven of valuable assistance in both ports. In Sasebo, the supplying of boats for liberty parties fulfilled a real need for the REPOSE. In addition, support given in matters of recreation, transportation, communications, and Welfare Activities; was of particular assistance since so much had to be accomplished in a relatively short space of time.

(b) Fleet Activities support given in Yokosuka, was of valuable assistance. Particularly in matters of use of shore based facilities for ship's parties at the EM Club, Ship's Service Store facilities where major shopping was carried on by the ships company, tailor services, transportation, service of supplies, repair and shop facilities when work was assigned for accomplishment, and many other items too numerous to mention.

(c) Fleet Activities serving Japan and Korea have proven their value to forces afloat and assumed a position of major importance with Naval Activities serving the West Pacific Area of Japan and Korea. The efficiency of Fleet Activities is reflected in the high standards of service maintained for forces ashore and afloat, and reflects real credit to the naval service.

PART 18. CONCLUSIONS.

From the foregoing review of operations covering the past two years service of the REPOSE in Korea, the following conclusions are submitted: -

- (1) Naval Hospital Ships have definitely been established as supporting units for combat forces, afloat and ashore.
- (2) They have proven their value and worth as Station Hospitals.
- (3) They have proven their value in service for mass evacuations of casualties, and in providing uninterrupted service for patients requiring hospitalization and specialized care and treatment.
- (4) They can operate close to the front lines, with a flexibility of operations exceeding those of shore based activities.
- (5) The installation of a helicopter landing platform has increased their value to an amount that can only be determined after extended periods of operation, but representing a striking advance in naval hospital services on its hospital ships. It is not beyond the realm of possibility that naval hospital ships will ultimately be equipped with assigned helicopters, with pilots, and maintenance crews making them virtually independent for hospital transportation and services for the armed forces.
- (6) They have developed "good will" through contacts with local authorities in areas served in Korea, helping off-set the Communist propaganda against the United States.
- (7) They have been the means of "good publicity" for the Navy, and which has been reflected throughout the United States.
- (8) They have provided services outside of hospital services for forces afloat and ashore.
- (9) They have been the means of establishing good will amongst all United Nations Forces in Korea; having given hospital service to all casualties regardless of nationality, race, creed, or color.
- (10) They have served as an excellent example for other Nations to follow in hospital ship construction, since ranking officials from all United Nations Forces have visited the REPOSE, and given the opportunity to inspect the entire hospital with the finest and most modern installed equipment.

PART 18. (CONT).

(11) They have served as a medium of cementing "good relations" with the American Public, whose interest in hospitalization provided by the United States Navy becomes intensified and deeply personal when their relatives and loved ones are taken sick or wounded in battle and are taken care of by the United States Navy on board its Navy Hospital Ships.

Respectfully submitted,


P. J. WILLIAMS

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COMPHIBPAC (2)

USS HECTOR (AR-7) (1)

USS HAVEN (AH-12) (2)

USS CONSOLATION (AH-15) (2)